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A RECORD
OF THE
DEDICATION OF THE STATUE
OF
REAR ADMIRAL
JOHN ANCRUM WINSLOW

MAY-8-1909



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BAS-RELIEF OF JOHN ANCRUM WINSLOW.



A R E C O R D

OF THE

DEDICATION OF THE STATUE

OF

REAR ADMIRAL

JOHN ANCRUM WINSLOW

MAY - 8 - 1909



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RESOLVE

DEDICATION OF WINSLOW STATUE

The Commonwealth of Massachusetts

CHAPTER 63, RESOLVES OF 1908

RESOLVE

TO PROVIDE FOR THE ERECTION OF A STATUE OF ADMIRAL JOHN A. WINSLOW

RESOLVED, That the governor, with such members of the council as he may select, are hereby made a commission to procure a full-length statue in bas-relief of the late Admiral John Ancrum Winslow, commander of the Kearsarge, which shall be placed in the state house, in Memorial Hall, or in such other situation as shall be designated by the governor. For this purpose the governor is authorized to expend a sum not exceeding six thousand dollars.

House of Representatives, April 6, 1908

Passed. JOHN N. COLE, *Speaker*

In Senate, April 7, 1908

Passed. WM. D. CHAPPLE, *President*

Approved, April 8, 1908.

EBEN S. DRAPER,

Lieutenant Governor, acting Governor

Office of the Secretary, Boston, April 15, 1908

A true copy.

Witness the Great Seal of the Commonwealth,

WM. M. OLIN,

Secretary of the Commonwealth

DEDICATION OF WINSLOW STATUE

The Commonwealth of Massachusetts

APRIL 29, 1908

The Committee on State House recommend the adoption of the following vote: —

VOTED, That under the provisions of chapter 63 of the Resolves of 1908, "to provide for the erection of a statue of Rear Admiral John A. Winslow," the Governor be advised to authorize the execution of a contract with William Couper, of No. 207 East Seventeenth Street, New York City, for the erection of a full-length bronze statue in bas-relief of the late Rear Admiral John A. Winslow, Commander of the "Kearsarge" during the Civil War, for a sum not exceeding five thousand dollars, said statue to be completed within two years.

Adopted in Council, April 29, 1908.

E. F. HAMLIN,
Executive Secretary



WILLIAM COUPER, SCULPTOR.

PROGRAMME

DEDICATION OF WINSLOW STATUE

P R O G R A M M E

THE UNVEILING OF THE STATUE IN THE STATE HOUSE

AT 10.30 A.M.

1. March, "Our Honored Heroes," - - *Fifth Regiment Band, Waltham*
2. Music, "Naval Potpourri," - - - *Fifth Regiment Band, Waltham*
3. Music, "Hail to the Chief," - - *Fifth Regiment Band, Waltham*
4. Presentation of the Statue to the Commonwealth, by Hon. Seward W. Jones, Chairman State House Committee
5. Unveiling of the Statue, by Miss Catherine Ricketson
6. Acceptance of the Statue, by His Excellency Eben S. Draper, Governor
7. Prayer, by Rev. Arthur W. Stone, U. S. N.
8. Music, Intermezzo, "Hearts and Flowers,"
Fifth Regiment Band, Waltham

EXERCISES IN THE HOUSE OF REPRESENTATIVES

1. Music, "Pilgrims' Chorus," - - - *Fifth Regiment Band, Waltham*
2. Oration, by Hon. John W. Weeks, M.C., of Newton
3. Music, "America"
4. Benediction, by Rev. Arthur W. Stone, U. S. N.

ADDRESS



HON. SEWARD W. JONES, CHAIRMAN, STATE HOUSE COMMITTEE.

ADDRESS

BY HON. SEWARD W. JONES, CHAIRMAN, COMMITTEE ON STATE HOUSE, OF
THE EXECUTIVE COUNCIL

YOUR EXCELLENCY:—The Governor and Council, by chapter 63 of the Resolves of the year 1908, approved by Your Excellency as Acting Governor, were authorized by the Great and General Court of the Commonwealth to place in this room the bronze bas-relief portrait statue which we unveil today.

In accordance with this resolve, Mr. William Couper, an eminent sculptor of New York, was commissioned by the Governor and Council to execute the work, and this site selected.

I have the honor, as Chairman of the State House Committee of the Honorable Council, to officially inform you, sir, of the completion and acceptance of the work entrusted to our care; and further, to deliver to you, as Governor of the Commonwealth, this statue, erected by a grateful people to the memory of Rear Admiral John Ancrum Winslow, who in time of peril served the Commonwealth and the nation with credit and honor.

ACCEPTANCE OF BAS-RELIEF





HIS EXCELLENCY EBEN S. DRAPER, GOVERNOR.

ACCEPTANCE OF BAS-RELIEF OF ADMIRAL WINSLOW

BY HIS EXCELLENCY EBEN S. DRAPER, GOVERNOR

MR. Chairman, Ladies and Gentlemen:—In accepting this bas-relief for the Commonwealth, I congratulate the State House Committee of the Council, and especially its chairman, Councillor Jones, on the prompt completion of the work, and I congratulate them and the Commonwealth on its character and success as a work of art. It is worthy of the place it occupies, and that is saying much.

Admiral Winslow was descended from most distinguished and early settlers of this nation. On his father's side he was in direct descent from John Winslow, a brother of Edward Winslow, Governor of Plymouth Colony at different times from 1633 to 1644 and of Mary Chilton, the first woman to land from the "Mayflower." On his mother's side he was descended from Colonel William Rhett, who married Sarah, daughter of Thomas Amy, one of the lord proprietors of the colony of North Carolina under the charter of King Charles. Rhett was a rear admiral, and com-



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manded a naval force of six vessels in 1704, which defeated a combined expedition of Frenchmen and Spaniards sailing from Havana against Charleston. He thus combined in his ancestry the traits of the Puritans and Pilgrims with those of the Cavaliers.

Admiral Winslow was appointed a midshipman through the influence of Daniel Webster. He was connected with the United States Navy from 1829 until after 1870, entering as a midshipman, and was a rear admiral when he died.

The most picturesque and important part of his career was his command of the "Kearsarge" when she defeated and sunk the "Alabama" off Cherbourg, on June 19, 1864. There are few if any as picturesque events that have taken place in the history of nations. This battle occurred just outside the legal limits of French territory, in full sight of the people on surrounding hills and of foreign vessels. The battle was in the nature of a duel. The ships were of about equal size, and both fought with great bravery. The battle was of tremendous importance in its effect upon the nations of the world, and occupies a much more important place in history than almost any other engagement of single ships.

In later years about fifteen million dollars was paid to the United States government by the government of England because of damage done by the "Alabama," which was fitted out in England. Farragut said, in regard to this battle: "I had sooner have fought that fight than any ever fought upon the sea." No greater tribute could be paid than this

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by the great admiral of the American Navy to the bravery, chivalry and success of Captain Winslow.

I am not here, however, to make any extended remarks in regard to Admiral Winslow. I accept this bas-relief in behalf of the Commonwealth of Massachusetts from you, sir, and believe that in the position it occupies it will serve always as an inspiration to the youth of Massachusetts and the country. When they see this splendid figure they will be inspired with a desire to be what he was, — a Christian gentleman, a brave officer and a devoted patriot. The memorial is in the right place, near the battleflags of the armies of the Republic, in the capitol of the Commonwealth of Massachusetts, which he loved and served so well.

ADDRESS





HON. JOHN W. WEEKS, ORATOR.

ADDRESS

BY HON. JOHN W. WEEKS, M.C.

I ESTEEM it a great honor to be invited, in the name of the Commonwealth, to deliver an address in this place, on such an occasion, and I am especially gratified that the subject of this memorial belonged to a profession preparing for which included a large part of my early training, an affection for which has induced me to devote to it a considerable part of my time since engaging in other pursuits.

The present generation has developed no better sentiment than the desire to perpetuate heroic deeds by locating places of historical importance, and commemorating with markers or tablets of suitable character the scenes which transpired there. This is especially true in Massachusetts, where historical societies have taken such a leading part in erecting markers which will be a means of instruction to all future generations, and will create in them that pride which every American ought to feel in the works and deeds of distinguished men who have taken important parts in the establishment and preservation of our national life. Cities, States and the nation are also carrying on this work, and fortunately in most instances they take action after a suitable delay,

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which determines the desirability of erecting the proposed memorial. This is especially true at the national capital, and in the works which have been erected in Boston by the Commonwealth of Massachusetts. At the national capital, almost without exception, statues have been erected to those statesmen, soldiers and others engaged in civil pursuits, the fitness of which meets the approval of all classes of citizens. This is essentially true in this Commonwealth, which has remembered some of its leading statesmen, educators, poets and soldiers in a manner which has general approval; but in the erection of the memorial which we are gathered to-day to dedicate is furnished the first instance in which the State has taken any action to commemorate the deeds of one of its naval heroes. For nearly three hundred years, to a greater or less extent, the people of Massachusetts have been largely interested in maritime affairs. At times they have led the country, and even the world, in the boldness of their commercial enterprises, the excellence of their fleets and the skill of their sailors. Unfortunately, this condition does not now exist, but in the early days of the nineteenth century, and indeed from the first settlements of the colony, such a considerable part of the population were engaged in maritime affairs that it gave a distinct influence to the commercial and political life of the community. So it is a matter of some surprise that the State did not long ago take the action which is being completed by this ceremony.

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Memorials should have at least two purposes. The person or scene commemorated should, if possible, be a leading subject. The only excuse or reason for any other kind of a memorial must be that the art displayed in creating it should be of the highest order. Fortunately in this instance both of these conditions are satisfied. The artist has carried out the development of his ideas in a manner which must for all time furnish the eye with a pleasing and satisfying effect, and the State has used wise discrimination in making John Ancrum Winslow the first sailor selected to be remembered in this way. No other Massachusetts sailor has performed any single act which in national importance rivals the deed which made Admiral Winslow's name famous. Jones' victory over the "Drake" in the "Ranger," supplemented by his capture of the "Serapis" when in command of the "Bon Homme Richard," clearly demonstrated to the nations of the world that a new naval power had been born, — one which must be reckoned with in the future. The "Monitor"-"Merrimac" combat in Hampton Roads sounded the death knell of wooden fighting ships, and sent the fleets of the world of that period to the junk heap, necessitating the creation of new fleets of iron and steel. Both of these events were epoch-making, but, with their exception, probably the most important single ship contest which ever took place, at least in its political results, was the "Kearsarge"-*"Alabama"* fight. Therefore it is most fitting that the State of which the commanding officer of the "Kearsarge" was a

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resident, which had been the home of his ancestors for nearly two hundred and fifty years, should show its pride in him and the important deed which he performed, by providing for this memorial.

John Ancrum Winslow was born in Wilmington, N. C., Nov. 19, 1811. He was descended on his father's side from John Winslow, a brother of Edward Winslow, an early Governor of the Plymouth Colony, who married Mary Chilton, the first woman to land from the "Mayflower." The family on his father's side were residents of Massachusetts until his father took up his residence, when a youth of twenty-one, at Wilmington, N. C., to continue a business which had already been established by another member of the family. On his mother's side he was descended from Colonel William Rhett, one of the lord proprietors of the Colony of South Carolina, — the ancestor of a long line of distinguished men in South Carolina who have borne his name. Colonel Rhett, although bearing an army title, was at the same time justified in wearing a naval title. He must have been the original naval militiaman, for it is recorded that in 1704 he was placed in command of an improvised naval force to protect Charleston from an attack of French and Spaniards, and that he was successful in the enterprise, killing, wounding and capturing more than three hundred men; and in 1718 he captured the buccaneer Blackbeard, a pirate who had created unmeasured fear and consternation among the inhabitants of that southern coast.

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Therefore, Admiral Winslow not only inherited a nautical taste from the maritime atmosphere which has surrounded affairs in Massachusetts from colonial days, but his direct ancestor on his mother's side was evidently not only capable, from a nautical standpoint, of commanding at sea, but was also a determined fighter. It will be noticed that he was a descendant of the Pilgrims, he was a Puritan in his character, and was descended from the Cavaliers, — an unusual combination of Pilgrim-Puritan-Cavalier. Although his father was residing in a southern State, when his children reached an age which warranted him in doing so, he sent them to Massachusetts to be educated. Quite likely he was influenced in taking this action because there was a much greater difference in the character of the schools in Massachusetts and more sparsely settled communities than exists to-day. At the same time, Edward Winslow probably wished his boys to receive the benefit of the surroundings which he in his time had had, — surroundings which have had much to do in determining the best qualities in the American character, and which were a natural inheritance from the Pilgrim Fathers. I do not find anything in the childhood of Admiral Winslow which indicated unusual characteristics; he early showed a desire to follow a sea-faring life, and through the influence of Daniel Webster, whose home at Marshfield was located on the original Winslow estate, he was appointed a midshipman in the Navy Feb. 1, 1827.

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A naval officer's life is not all pleasure, spent in agreeable surroundings, visiting places of interest in all parts of the world. On the contrary, the long separation from home and loved ones, the never-ending watches in all kinds of weather, the dangers undergone, not only from storms and on uncharted coasts, but from the necessity of living in unhealthy climates, — all these make a very different picture from the popular estimate of naval life. It makes a mixture of elements so different that they include the whole range of happy and stormy conditions, — a variety which has an influence in making naval officers well-equipped, self-contained, self-reliant men. These conditions exist now as they did in the days of Winslow's active service. His experience was not unlike hundreds of other navy men, and, with the exception of the great event which made him famous, I do not find anything in his career which makes it distinctive. But the manner in which these preliminary duties are performed, the character of the life which the officer leads, the time which he devotes to those professional studies which keep him up to the best standards of the service, are elements which combine to determine what result we may expect when the hour of extreme trial comes, if it comes at all; and while Winslow's service was not unusual, a brief reference to it will show its varied character, and his manner of taking the final test shows that he must have made good use of every opportunity.

From 1827 to 1830 he served in the U. S. S. "Falmouth,"

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making a cruise in the West Indies. After a short leave he was detailed to the same ship for a cruise in the Pacific, serving there one year. He then performed a few months' duty at the New York Navy Yard, was furloughed and on leave for a year, and was promoted to passed midshipman June 10, 1833. He served at the Boston Navy Yard and on leave until June 8, 1835, when he went to the Brazil station in the "Erie," and later served on the "Ontario," remaining on this station until 1837. Returning to the United States, he was again attached for two years to the Boston Navy Yard, at the expiration of which time he was promoted to lieutenant; and February 22 of the following year he was ordered once more to the Brazil squadron, to the schooner "Enterprise." He, however, remained on this station less than a year, being sent home on sick leave, and once more he was ordered to the Boston Navy Yard. While performing this latter tour of duty, Oct. 27, 1841, a fire broke out on a Cunard steamer in Boston harbor. During the fire Lieutenant Winslow displayed such courage that he was rewarded by Queen Victoria with a sword knot and a pair of epaulettes. On the ninth of June, 1842, he was ordered to the sloop-of-war "Warren," then at Norfolk, Va., and was immediately transferred to the "Missouri," a new steam frigate of the highest type for that period. The cruise of the "Missouri" was an unfortunate one in its termination. After visiting various home ports, she was detailed to carry dispatches from Savannah to the United

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States Minister at Mexico; and in the summer of 1843 she received on board our Minister to China, and sailed from Norfolk August 2 of that year, arriving at Gibraltar August 25. While lying in this port, during the absence of the captain of the ship and many of her officers an accident happened in the engine room, causing a fire which destroyed the ship. Lieutenant Winslow was not aboard at the time, but he was selected by the ship's commanding officer to carry to the United States the reports of the destruction of the ship, — a matter of some preferment. During the next two years he was on sick leave much of the time, but recovering, during the summer of 1845, he was ordered to the U. S. S. "Cumberland" as a watch and division officer. The "Cumberland" became the flag ship of the squadron, acting under Commodore Connor in the Mexican war, and sailed from Nantasket Roads Feb. 3, 1846, for Vera Cruz. The "Cumberland" was then for several months engaged in blockade duty off the Mexican coast. Mexico had no navy and practically no commerce, and the duty must have been of the most depressing character. Officers and men were confined to their ships and engaged in active cruising to maintain a rigid blockade of the enemy's ports. The coast is a bleak one, violent storms are frequent, and very much of the time the officers were obliged to live on ship's rations, having no other means of supplying their table. Many officers and men became sick, Lieutenant Winslow among them. He had acquired malarial germs from previous ser-

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vice in the tropics, so that he soon became a prey to the intermittent fever which prevailed. While serving on the "Cumberland" as a watch and division officer, one of his shipmates was Lieutenant Raphael Semmes, later his great antagonist in the fight which made both men famous. During this service there were captured several small Mexican vessels, a part of their mosquito fleet, the only fleet possessed by Mexico, and these two men were placed in command of two of these small vessels. Winslow commanded the "Union," later called the "Morris," — named for Lieutenant Charles Morris, who was killed at Tampico. Semmes at the same time commanded the "Somers," named for Lieutenant Somers, who lost his life during the Tripolitan war. Curiously enough, both men lost their vessels. During a storm the "Morris" was run on a reef, from which it was impossible to extricate her, and the "Somers" foundered during the same storm. Semmes was for the first time, though not the last, thrown into the water by the destruction of his own ship, and his life was saved by clinging to an oar until assistance reached him. The latter part of Winslow's service in Mexico was performed in the U. S. S. "Mississippi," and on the termination of the war and the return of the "Mississippi" to Norfolk he was detached, granted three months' leave, and then ordered as ordnance officer to the Boston Navy Yard. At the expiration of a few months he was ordered to the United States sloop-of-war "Saratoga" as executive officer, joining her in New York

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April 8, 1848. The "Saratoga" was sent to the Republic of Santa Domingo to protect the lives of American citizens, an insurrection prevailing there, and remained in service in West Indian waters until Aug. 5, 1849, when she returned north, and Lieutenant Winslow was detached. After two years ashore he was ordered to the frigate "St. Lawrence," which was fitted out to serve as flag ship of the Pacific station. On the 11th of December, 1851, the "St. Lawrence" sailed from New York around the Horn, and made a cruise in the Pacific which terminated April 21, 1855. Once more returning to Boston, he was put in charge of the recruiting rendezvous, being commissioned a commander September 14 of that year. He remained in charge of recruiting in Boston for three years, was on waiting orders two years, and on the 20th of December, 1860, he was appointed inspector of the second light house district.

We have now come to the civil war period, during which Commander Winslow was to make his name imperishable. His first service during this war was on the western rivers. It was early seen that control of the Mississippi River would divide the Confederacy in two parts, and would make a safe basis for operations in many parts of the south which otherwise would be unapproachable. To clear the Mississippi, therefore, became for the next two years an object of the first importance. Captain A. H. Foote, one of the ablest officers of the Navy, was put in charge of the formation of the western flotilla, and he applied for Commander Wins-

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low as his chief assistant. For several months Winslow was engaged in fitting out vessels, shipping crews, and in all the other necessary service required to create an inland naval force. His first command was the flag ship "Benton," a gunboat recently constructed. During this service in command of the "Benton," while making his way down the river she grounded, and, in an effort to get her off, a chain holding a block broke, a piece of the chain struck Commander Winslow on his left arm, tearing out the muscles and creating a most painful wound. As a result of this, as soon as he was able to travel, he was sent home to recuperate. On his return to the river, May 3, 1862, he was placed in command of the "Cincinnati," another gunboat of the "Benton" class. During this service he had charge of an expedition up the White River, which, on account of insufficient water, was not successful. It will be noted that he went to this duty at the personal request of Captain Foote. Owing to illness, Foote was detached and was succeeded by Commander David D. Porter, later famous as a vice admiral in the Navy. Porter was junior to Commander Winslow, and for this reason Winslow asked to be detached. The fact that Porter was detailed for this duty, however, was no reflection on Winslow, for the detail was made in accordance with a law which enables the military departments in time of war to select officers of unusual qualifications for certain special duty, giving them temporary rank while performing it. There was no contention on

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Winslow's part that Porter was not admirably qualified for this duty. Before leaving the river, however, he was transferred from the "Cincinnati" to the "Baron de Kalb," receiving from his officers on leaving the "De Kalb" a most flattering letter of regret that he was severing his connection with that vessel.

On the 24th of January, 1862, the "Kearsarge," built at Portsmouth, N. H., was commissioned, left that port and went directly to Spain in search of the Confederate cruiser "Sumter," finding on her arrival that the "Sumter" was blockaded at Gibraltar by the U. S. S. "Tuscarora." The "Kearsarge" relieved the "Tuscarora" in this service, continued the blockade of the "Sumter" through the spring and summer, until it was finally decided to abandon the "Sumter" as a cruiser. In December, 1862, Captain Winslow was ordered to relieve the commanding officer of the "Kearsarge," and sailed for Fayal, where the "Kearsarge" was expected to rendezvous. For some reason the "Kearsarge" was placed in dry dock at Cadiz, and was delayed there until early in April, 1863. During the intervening time Captain Winslow was recuperating from his recent illness, and chafing on account of the delay and the evident lack of judgment in sending him to Fayal so long before the ship would be ready to continue her cruise. His orders were to cruise with Cadiz and Gibraltar as rendezvous, his objective being the Confederate cruisers "Florida," "Alabama" and "Georgia." This cruise continued without im-

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portant event until the 18th of September, when the "Kearsarge" arrived at the port of Brest, finding the "Florida" there in dock undergoing repairs, which continued until the first of November, the "Kearsarge" in the meantime blockading the port. Captain Winslow's difficulties at this time, and for the succeeding six months, may be summarized by stating that he attempted to blockade the "Florida" in the harbor of Brest, the "Georgia" in the harbor of Cherbourg and the "Rappahannock" in the harbor of Brest, after the escape of the "Florida;" that he was continually hampered by interference on the part of the English and French authorities; that every endeavor was made to embarrass him, and to find some time or place or manner in which he had violated the neutrality act. This is illustrated by what is known as the Queenstown incident. Having been informed that the "Georgia" was coming up the English Channel, and knowing that the "Florida" was in dry dock, he left the blockade at Brest to attempt to find the "Georgia," but running into a severe storm in the English Channel he entered the harbor of Queenstown. While lying there some refugees came aboard for the purpose of enlistment, and it was immediately charged that the captain of the "Kearsarge," who, by the way, was not aboard at the time, had violated the foreign enlistment act. When we consider that southern cruisers were docked in government docks in various French ports, were given all the time they required for repair purposes, and that a very large percentage

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of the crews of the "Georgia," "Florida" and "Alabama" were English citizens, without any protest on the part of any one connected with those governments, we come to a proper conclusion as to the state of sentiment in those countries as represented by the governments themselves. And it was practically through the connivance of the French government restricting the actions of the "Kearsarge" that the "Florida" was enabled to escape from the port of Brest. While this was going on, the "Alabama" was continuing her famous cruise. During the two years she was afloat she captured seventy United States merchant vessels, and had practically driven American sailing vessels from certain parts of the high seas; she had eluded men-of-war sent in search of her, only two, during the two years, having come in contact with her; one, the "Hatteras," a much smaller vessel, was destroyed in a night engagement off Galveston. In the other case she escaped from the "San Jacinto" at Martinique. Finally the "Alabama" returned to the French coast, and entered the port of Cherbourg on the 11th of June, 1864. The "Kearsarge" was lying in the River Scheldt, off Flushing, on Sunday afternoon, June 12, when Captain Winslow received a telegram announcing that the "Alabama" was at Cherbourg, with instructions to blockade that port. On the 14th of June, in the afternoon, the "Kearsarge" steamed into Cherbourg harbor, stopped near the "Alabama," while a boat was sent ashore to communicate her arrival, after which Captain Winslow left the har-

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bor and took up his station on blockade. During the same day Captain Semmes wrote to Captain Winslow that it was his purpose to fight the "Kearsarge," and that he would not delay him more than a day or two. Semmes' reasons for taking this action have never been stated, but it is probable that he considered the Confederacy a lost cause, and, recognizing this condition, believed that the French Emperor would not be likely to permit the repairs which the "Alabama" needed; that if he discharged his crew it would be impossible to reship the same men, or others of equal capacity; and that, having a thoroughly seasoned crew, his chances of winning were excellent, in which event his reputation would have been greatly enhanced. Semmes' preparations were not completed until Sunday, the 19th. We can readily picture to ourselves the scene as it existed that day; word had been circulated that a battle was to take place, as a result of which the breakwater, the forts and other positions of advantage were covered with the inhabitants of that section. As soon as the "Alabama" got under way other vessels in the harbor did likewise, following at a reasonable distance to obtain a closer view of the contest. The "Alabama" was followed to the three-mile limit by the "Couronne," a French ironclad. In order to fully comprehend the relative capacity of the two ships, I give in detail their measurements:—

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"KEARSARGE."

Displacement, 1,031 tons.
Guns, 7.
Broadside, 366 pounds.
Speed under ordinary conditions,
10 knots.
Complement, 163 officers and men.
Protection, sheet chains ranged
abreast boilers.
Age of ship, 2 years, 6 months.

"ALABAMA."

Displacement, 1,016 tons.
Guns, 8.
Broadside, 296 pounds.
Speed under ordinary conditions,
12 knots.
Complement, 149 officers and men.
Protection, well-filled coal bunkers
abreast boilers.
Age of ship, 2 years.

It would be very difficult to find two ships, not of the same class, more nearly equal in every respect than were the "Kearsarge" and "Alabama." The advantage which the "Alabama" had in speed was doubtless offset by the foulness of her bottom. The advantage which the "Kearsarge" had in weight of broadside was offset by the shorter range of her guns. Both ships were protected by such means as they had at hand, and in both cases the protection was of value in preventing loss of life and injury to the ships.

When the "Alabama" got under way the officers and crew of the "Kearsarge" were at church quarters. Every Sunday on board a man-of-war church quarters are held after general inspection, and if there is not a chaplain aboard the captain conducts the service. The "Kearsarge" had no chaplain, and Captain Winslow was conducting the service, — a fitting role for him to perform, for he was at all times a devoted Christian gentleman, and would naturally, without

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regard to Navy custom, attend such services. During the reading of the service the "Kearsarge's" quartermaster on the bridge, pacing back and forth, noticed a movement among the shipping in Cherbourg harbor, and called the commotion to the attention of the executive officer, Lieutenant Commander James S. Thornton. There being no doubt about the "Alabama" getting under way, Captain Winslow closed church service without ceremony, went to the rail and satisfied himself that the "Alabama" was steaming rapidly toward him, accompanied by the French ironclad. Every possible preparation had been made for the contest; no possible contingency had been overlooked. In addition to the ranging of the sheet chains along the ship's side, everything which could take the place of a missile had been removed, and the crew had been drilled to take advantage of any emergency which might occur. As soon as it was determined that the "Alabama" was leaving the harbor, Captain Winslow headed the "Kearsarge" to sea, and continued until he was about six miles from the coast. At 10.50 he turned and headed directly for the "Alabama." It is interesting to note what men do under circumstances which are to determine for all time their personal and professional records, how they conduct themselves and what are the motives which cause such action. Up to this time Captain Winslow's thirty-seven years' service was, generally speaking, the routine service performed by every naval officer; as far as the records show, he had

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been faithful and diligent, and had prepared himself for exactly such a contingency as now happened; and throughout the fight he conducted himself as became a competent, thoroughly trained sailor. Since the organization of our government this has been characteristic of our naval officers. From Paul Jones to Hull, Decatur, Stewart, Perry and McDonough of the 1812 period, to Farragut, Porter, Worden, Winslow and Cushing of the civil war period, down to Dewey and Sampson of our last war, we find an absolute readiness to perform any service and to take advantage of the opportunities which presented themselves.

As soon as the "Kearsarge" was headed for the "Alabama" Winslow took his place on an arm-chest on the quarter deck near the starboard bulwarks. The "Kearsarge" in those days had a flush deck aft; therefore the position which Captain Winslow took was ideal for every purpose. His body was about half above the rail, so that he had a perfect view of his adversary, was near and in constant view of the helmsmen and the men at the battery. He could, from this position, without raising his voice, direct the quartermaster at the wheel, the messenger at the engine room hatch bell and the officers in charge of the guns. At 10.57 the "Alabama" slowed down, sheered to port and fired her starboard broadside. The projectiles from this fire went high, passing through the rigging of the "Kearsarge," cutting a foretopmast backstay, but doing no other damage. As the "Alabama's" guns had the greater

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range, Captain Winslow wished to close the distance which then separated them, and he did not reply until the "Alabama" had fired three broadsides. At 11 o'clock the "Kearsarge" sheered to port, bringing her starboard guns in action, fired her forecastle gun to get the range, and the fight then became general, the ships presenting their starboard batteries and continuing to do so throughout the action, the result being that but five of the "Kearsarge's" guns were used and but six of the "Alabama's." In order to prevent the "Alabama" getting within the three-mile limit, and to keep her at such a distance that the shorter range guns of the "Kearsarge" would be effective, Captain Winslow ported his helm and attempted to run under the "Alabama's" stern. This manœuvre would have brought him between the "Alabama" and the shore, at such distance that he could effectively rake her; but his opponent, to avoid being raked, also put his helm hard aport, so that in continuing in his attempt to carry out this manœuvre the two ships sailed around and around in a circle, forming a series of loops, the diameter of the circle ranging from five hundred to nine hundred yards. This action had two effects. It was necessary for the "Alabama" to continue it, to avoid being raked, and it prevented the necessity for Captain Winslow to keep at all times uppermost the requirement that he should prevent the "Alabama's" getting within the three-mile limit. Very nearly the first gun fired from the "Kearsarge" produced casualty. The shell en-

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tered the "Alabama's" forward port, struck the slide rack of the gun, killed one man and wounded another. At about 11.15 the "Alabama's" spanker gaff was struck, swung downward, trailing the flag beside the mast. This was considered a good omen on the "Kearsarge," and a cheer was given in recognition of it. A few minutes later a sixty-eight pounder Blakeley shell passed through the "Kearsarge's" starboard bulwarks, wounding three men of the after pivot-gun's crew. These were the only men seriously injured on the "Kearsarge." William Gowin, an ordinary seaman, had his right leg so badly crushed that he did not survive; but during the battle he illustrated once again the stuff of which American sailors are made, for, feeling that the battle was going on satisfactorily, after being carried below, he said: "I am satisfied, for we are whipping the 'Alabama.' I willingly lose my leg, or my life, if it is necessary, for that purpose." And it is reported that Gowin, whenever an indication of success came from the deck above, joined in the cheer. The fire of the "Alabama" was much more rapid than that of the "Kearsarge," and much wilder. That of the "Kearsarge" was deliberate, care being used in training each gun, in every case the crews waiting until the smoke cleared away, so that they would have an unimpaired view, the result being that after fifteen or twenty minutes practice the firing became most effective. The "Alabama" was struck again and again. Her after pivot-gun, the most effective in her battery, was struck by a shell,

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the gun disabled, and all of its crew of eighteen men, with one exception, were killed or wounded. This was followed a few minutes later by the killing of one man and the wounding of another, and the death of Midshipman Anderson at the "Alabama's" forward pivot-gun. Captain Winslow had arranged with Minister Dayton that, in case of victory, he would fly from the main truck our national flag. As a matter of fact, there was another reason for hoisting this flag to the main truck, and that was that it might be unfurled in case the one at the peak was shot away. Curiously enough, one of the last shots from the "Alabama" cut the stops which held the flag at the main truck furled, so that it became unfurled automatically, at once giving to our friends ashore the intelligence for which they were so anxiously waiting.

Believing that the action was approaching its close, and wishing to bring the greatest effect of his battery to bear for that purpose, at 11.50 o'clock Captain Winslow ordered grape provided for the guns. At about the same time an inspection of the "Alabama" convinced her executive officer, Mr. Kell, that she was sinking, and Captain Semmes shifted his helm to run ashore. This was the opportunity for which Captain Winslow had been waiting. He righted his helm, passed under the "Alabama's" stern and ranged up on her port side. The position was such that the destruction of the "Alabama" would have been complete in a few minutes, but Captain Semmes, recognizing her desper-

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ate situation, hauled down his colors, and the "Kearsarge" ceased firing. At about this time, however, the "Alabama's" port guns were fired, whereupon the "Kearsarge" commenced firing again, steaming into a raking position across her bows. Then a white flag was run up over the Confederate vessel's stern, and at 12.02 she commenced to get out her boats. Eight minutes later a boat arrived alongside the "Kearsarge" with a Confederate officer and twenty wounded men. The officer reported that the "Alabama" had surrendered and was sinking, and that Captain Semmes asked for assistance. Winslow then attempted to get out his boats, but found only two were available, the others having been injured. The Confederate officer was paroled as soon as the wounded were taken aboard, and returned to his ship. He broke his parole and was subsequently taken ashore by the English yacht "Deerhound," which had been lying near the combatants, and which now passed under the "Kearsarge's" stern and was asked by Captain Winslow to assist in saving the drowning, for the "Alabama" was already wallowing in the trough of the sea, with every evidence that she would sink within a few minutes. At 12.24 the "Alabama's" stern went under, her bow rose high in the air, her mainmast went by the board, and she disappeared beneath the waves. Before this occurred, however, Captain Semmes ordered his men to save themselves, made every preparation himself, as did his officers, to keep afloat after they went overboard, and all

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were clear of the ship when she went down, the wounded having been previously removed. The "Deerhound" picked up forty-two officers and men, including Captain Semmes, his executive officer, Lieutenant Kell, and eleven other officers, all of whom were landed in England. This incident created much criticism and became a question of international importance. Undoubtedly the "Alabama" had surrendered, and the question arose whether men who had not physically become prisoners were actually prisoners under such conditions. At a recent session of the International Peace Conference it was determined that merchant vessels, yachts or neutral vessels which happened to be in the vicinity of active maritime hostilities may gather up the wounded, but, having done so, shall report to the belligerent commander controlling the waters thereabouts for future directions; and that any attempt to carry off wounded, sick or shipwrecked men without permission would be considered a violation of neutrality. This conclusion has been agreed to by substantially every civilized nation, and we may therefore properly conclude that Winslow justly complained of the taking away of these officers and men, even under the circumstances in which they were picked up. The loss on the "Kearsarge" was three wounded, one of whom afterwards died. The "Alabama's" loss was twenty-six killed and wounded. Forty-two of the "Alabama's" crew escaped to Southampton and nine to Cherbourg on a French pilot boat.

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The "Kearsarge" and "Alabama" were not large vessels, but the international questions raised during the building of the latter, and her marvelous career, combined to make her destruction of the greatest importance — an importance which can only be appreciated when we consider the questions involved. One of Mr. Lincoln's first acts, after the fall of Fort Sumter, was to call for seventy-five thousand men and to declare the southern ports under blockade. A few days later, May 8, 1861, Lord John Russell announced in the English House of Commons that the government was of the opinion that the Southern Confederacy must be recognized as a belligerent power; and on May 13 following a neutrality proclamation was issued by the English government, warning all subjects of that government from enlisting, supplying munitions of war, equipping vessels for privateering purposes, or in any other way performing any act which would offer assistance to either belligerent, — a practical recognition of the Southern Confederacy as a belligerent power. After a lapse of more than forty years it is comparatively easy to look on this action in an impartial manner, which brings us to the conclusion that it was the only course England could properly have taken, and it would have been absolutely fair if the terms of the proclamation had been carried out impartially. This, however, was not the case, as we shall see. It was, however, construed by the north as unfriendly, and was the beginning of a series of differences which brought England and the

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United States to the verge of war in several cases, and to a long-drawn-out diplomatic correspondence between Mr. Seward, Secretary of State, Mr. Adams, our Minister to England, and Lord John Russell, the English Secretary for Foreign Affairs. Without reviewing the points of difference in detail, it is sufficient to say that the English government — at least a large portion of those directly connected with it, — the English people of the governing class and the metropolitan press of Great Britain were at this time, or later became, heartily interested in the south and antagonistic to the north. The working people of England were never antagonistic to the north, and this is probably true of this class of people in every European government, although the government of France was distinctly hostile to the United States from the beginning to the end of hostilities. After the acts to which I have referred, the next cause for pronounced disagreement and disarrangement of our relations was the Trent affair. Captain Wilkes of the U. S. S. "San Jacinto" took the Confederate Commissioners, Messrs. Mason and Slidell, and their secretaries, from the English mail steamer "Trent." For doing this he was written a letter of congratulation by our Secretary of the Navy and received a vote of thanks of Congress. Mr. Seward, Secretary of State, recognized at once, however, that the position which Captain Wilkes had assumed was untenable. We had declared war against Great Britain in 1812 to maintain the contention which Great Britain now

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made. Our positions had become exactly reversed. We could not, with any degree of consistency, deny that a foreign man-of-war had the right to take into captivity passengers or seamen sailing on vessels under our flag, as we had done, and now claim a similar right. The result was the return of Messrs. Mason and Slidell, and an apology for our part in the transaction. This materially irritated the sentiment in the north which was growing against England. Another reason for the prejudice which existed against the north was that the English people had invested largely in the bonds of the Confederate States, — a prejudice which became acute when it became evident that the Confederacy was doomed; but the cause of greatest difference, and one which brought the two countries to the very verge of war, was the building, fitting out and dispatching from English ports Confederate cruisers. Seven of these vessels were built, escaped from their building port, were manned very largely by British sailors, armed with English guns, and in several instances the gunners belonged to the Royal Naval Reserve and were actually receiving pay from the English government. The "Alabama's" fourth lieutenant and prize master both belonged to the Royal Naval Reserve. Several of these cruisers were small vessels, and the damage done by them was not serious. This, however, was not the case with the "Florida," which destroyed a large amount of American shipping, or the "Alabama," which became the most famous of the seven. The career

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of the latter not only very nearly brought the two governments into war, but her destruction is the reason why we are gathered here to-day. She was built by the house of Laird, a firm of highest reputation. While in process of construction she was called the 290, and while undergoing construction the fact that she was evidently intended for the service which she afterwards went into was so apparent that Mr. Adams repeatedly called attention to her character and the purpose for which she was being constructed, and was as frequently asked to furnish proof of his statements, after he had submitted sufficient proof to warrant the British government in making an investigation and preventing the departure of the vessel. As soon as the vessel had escaped she was put in commission by the Confederate government and under the command of Capt. Raphael Semmes. Captain Semmes proved himself to be one of the most enterprising commanders who has ever conducted operations of the character followed by the "Alabama." He was a native of Maryland, but a resident of Alabama, and it was for that reason that that name was given the ship. There was never the slightest doubt in the mind of any one about the purpose of this vessel. The newspapers of the time chronicled her building and the purpose for which she was being constructed. There was never any question about her destination, and finally, after the British government stirred itself and ordered an investigation, they found that the ship was already on the open sea. During the cruise of two

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years which followed under Captain Semmes she operated on nearly every sea, completely circumnavigating the globe. The method followed was similar in almost every case. She drew her prey to her under the British flag, and when they were within striking distance fired a shot across their bows, took off passengers and crew, removed whatever property could be made available, and then burned the ship with what remained. Very frequently the burning of one ship was the means of luring another to her own destruction. An American captain, seeing a burning ship, would start to render the assistance which humane men would invariably give under such conditions, only to find himself in a similar plight, for frequently the "Alabama" had not yet left the neighborhood in which she had been operating. It is needless to go into the details of the correspondence which took place, the protests which were made by Mr. Adams and the evident desire on the part of the British government to permit the acts which were complained of; but, in the end, the whole question was referred by the Treaty of Washington to the Geneva Conference; which determined that England was responsible for the destruction which the "Alabama" and other cruisers had occasioned, and the owners of vessels were paid for their property, an amount aggregating \$15,500,000.

I speak of this in detail because it is not a reason for great commendation to defeat an opponent when the opponent's forces are badly commanded or when there is great

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disparity in the forces engaged; but in this case the "Alabama" was commanded by the most enterprising and boldest of the naval commanders developed by the civil war on the southern side.

The good condition which the "Kearsarge" was in when she came out of the "Alabama" fight is indicated by the fact that repairs had been made so that she was ready for any kind of duty as early as the 5th of July, sixteen days later, the only serious damage done to the ship during the "Alabama" fight having been the lodging in her stern post of a Blakeley shell, which nearly cut the post in two pieces, and which, if it had exploded, might have caused very serious damage. The "Alabama" having been destroyed, the "Georgia" sold and the "Rappahannock" seized by the French Emperor for violating the neutrality act, he having evidently at last reached the conclusion that the Confederacy was going to pieces, the "Florida" alone remained at sea in condition to damage our merchant shipping. The "Kearsarge" was ordered to take up the search for her, continuing in this service until the 11th of August, 1864, when the "Kearsarge" was relieved by the "Iroquois," and returned to the United States, arriving at Boston the 7th of November. Those who have seen the ovations tendered our naval heroes as a result of the Spanish war can appreciate the reception which the "Kearsarge," her commanding officer and crew, received in Boston. The town of Roxbury presented Captain Winslow with a magnificent silver ser-

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vice; a public reception was given the captain, officers and crew in Faneuil Hall; Captain Winslow was entertained in New York, Philadelphia, and, indeed, wherever he could find the time to respond to the numerous invitations which came to him. Twenty-one thousand dollars was subscribed by Boston merchants and divided among the "Kearsarge's" crew. The New York Chamber of Commerce presented Captain Winslow with twenty-five thousand dollars as a testimonial of their appreciation of his great service. He received a vote of thanks of Congress, being one of nineteen officers in our naval service during the history of the government who have had that distinction; and, having received a vote of thanks of Congress, he was promoted to commodore, and his commission dated from the day of the battle with the "Alabama." The resolution of thanks passed by the House of Representatives was as follows :—

Resolved, By the Senate and House of Representatives of the United States of America in Congress assembled: That the thanks of Congress are due and are hereby tendered to Captain John A. Winslow of the United States Navy, and to the officers, petty officers, seamen and marines of the United States steamer "Kearsarge" for the skill and gallantry exhibited by him and the officers and men under his command in the brilliant action on the nineteenth of June, eighteen hundred and sixty-four, between that ship and the piratical craft "Alabama,"—a vessel superior to his own in tonnage, in guns and in the number of her crew.

It is worthy of note that in this resolution of thanks the "Alabama" is spoken of, as indeed she is in much of the correspondence of the President and Secretary of the Navy,

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as a piratical craft, and as being superior in tonnage, guns, crew, etc., to the "Kearsarge." These expressions show the inflamed state of the public mind, and the impossibility of doing justice to one's enemies until a reasonable time has passed. It is, as I have shown, not true that the "Alabama" was superior in tonnage or guns, and certainly not in the number of the crew. Neither was the "Alabama" a piratical craft. She was not even a privateer. A piratical craft would be one which did not bear the commission of any country, whose officers owed no allegiance to any government, and which acted entirely independent of all restraining influence. A privateer is a vessel fitted out at private expense, furnished by a government with a letter of marque, which entitles the officers and crew to the protection of civilized warfare. There were, during our revolutionary period and the war of 1812, a large number of privateers fitted out and furnished with letters of marque by the United States government. But the "Alabama" did not belong to either of these classes. She belonged to the Confederate States of America, was paid for by the Confederate States of America, was commissioned under the authority of the same government. Her officers were commissioned by the government, and her seamen were regularly enlisted for that service. She was as much a Confederate cruiser as the "Kearsarge" was a United States cruiser.

Captain Winslow's service after the civil war was not of unusual character. He was ordered to command the West

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Gulf squadron April 7, 1866, when it seemed likely that we might have trouble on account of the French occupation of Mexico; but this danger passed, and he was soon detached, and during the next two or three years was connected with various boards until June 2, 1869, when he was ordered to command the Navy Yard at Portsmouth, N. H. March 2 of the following year he was promoted to rear admiral, and July 1 of the same year ordered to command the Pacific fleet, with the U. S. S. "Saranac" as his flag ship. He was much of the time unfitted for active duty, although he retained his command until July 25, 1872, after having been stricken slightly with paralysis. He returned to Boston the following spring, but did not recover his health, and died at Roxbury Sept. 29, 1873, within two months of his sixty-second birthday. Having received a vote of thanks of Congress, he would have been entitled, under the law, if he had lived, to ten years additional service on the active list. During Admiral Winslow's long service he was afflicted with many physical ailments which would have broken down a man of weaker character. He had had especially severe attacks of neuralgia, which had affected one of his eyes, — a trouble which might have been partially remedied if he could have left the "Kearsarge" during his command of her and submitted to an operation. This, however, he refused to do, the result being that he practically lost the use of one of his eyes, and had his physical system so broken down by the pain which he was obliged to undergo that it

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may be truly said that he died before his time, and certainly that he died for his country.

Captain Winslow was married in 1837, the result of this union being seven children, only one of whom now survives. He, Capt. Herbert Winslow, U. S. N., is at the present time the executive officer of the Charlestown Navy Yard. It is interesting to note that the present splendid battleship "Kearsarge" was authorized by Congress as the result of a suggestion made by Capt. Herbert Winslow, and that he was one of her early commanding officers. The flag which has been referred to as having been hoisted at the main truck of the original "Kearsarge," which was unfurled by a chance shot from the "Alabama," was preserved by the family, and was hoisted on the present battleship when she was launched, when she was christened by the wife of Capt. Herbert Winslow.

Admiral Winslow was described as a modest, unassuming man, of medium stature, having quite as much the appearance of a divine as of the gallant sailor he was. Gentleness and affability were quite as predominant characteristics in him as those sterner qualities which we naturally look for in the military man, and especially in him who has borne the test of unusual service and come out of the ordeal successfully.

While Massachusetts is taking this action to commemorate in bronze Winslow's great victory, it does so because he was a resident of this State and brought signal honor to it. He, however, performed this service as a sailor of the United

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States, and the action which we are taking to-day is of national as well as State importance.' It will furnish an example for all time to Massachusetts' sons, who are employed in a nautical profession, to go forth and do likewise if the opportunity offers. His name will last as long as the government continues, for it is not likely that there will ever be a single ship contest which will bring greater renown to the victorious commander than has deservedly come to him. Admiral Farragut, the most distinguished of our naval officers of the civil war period, who was quite as capable of judging the value of a naval victory as any man of that time, said of Winslow's fight, "I had sooner have fought that fight than any ever fought upon the ocean."

John James Ingalls, the brilliant Kansas Senator, a native of Haverhill in this Commonwealth, referred to opportunity in the following lines : —

OPPORTUNITY.

Master of human destinies am I!
Fame, love and fortune on my footsteps wait.
Cities and fields I walk; I penetrate
Deserts and seas remote, and passing by
Hovel and mart and palace, soon or late
I knock unbidden once at every gate!
If sleeping, wake; if feasting, rise before
I turn away. It is the hour of fate.
And they who follow me reach every state
Mortals desire, and conquer every foe
Save death; but those who doubt or hesitate
Condemned to failure, penury and woe,
Seek me in vain and uselessly implore.
I answer not and I return no more.

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John Ancrum Winslow had one great opportunity. Forty-five years later, Massachusetts, in erecting this memorial, records its deliberate judgment that he was equal to the occasion; it made him the Commonwealth's most renowned sailor, and rendered his name famous for all time.



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